





SUBURBAN BUS DIVISION PROPOSED FY85-89 BUS CAPITAL PROGRAM

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INTRODUCTION

The Suburban Bus Board is required to prepare and publish a comprehensive annual budget and program document. This appendix to the program details the 1985 Suburban Bus capital needs of the region and gives an overview of the capital needs for the following four years.

I. FY85-89 PROGRAM HIGHLIGHTS

The primary objective of the Suburban Bus Capital Program is to support the suburban bus fixed and paratransit operations. The existing transit system is relatively well developed throughout the region. Therefore, the intention of the FY85-89 Program is to maintain the existing system and upgrade and fine tune where necessary.

The main thrust of the 1985 Program is in the continuation of the Suburban Bus garage program. This is crucial to protect the tremendous investment in rolling stock. The garage replacement program is based on The Suburban Bus Storage and Maintenance Study which was completed by the RTA in 1981. Detailed planning for each garage facility is currently underway to update the project and provide the latest technology for each of the facilities.

Implementation of this plan will ultimately result in a modern regional system for suburban bus maintenance. The plan is aimed at achieving the full benefits of standardized equipment and maintenance procedures, centralized parts purchasing

and inventory, and optimum bus storage locations relative to the service areas. The result will also be a reduction in operating expenses.

The Suburban Bus Garage Program began in FY82 and is expected to be completed in FY88. It involves the improvement and/or construction of 13 garages throughout the region. When this program is completed, the SBD will be able to store and handle routine maintenance, as well as complete major overhauls of vehicles.

The 1985 Program includes the purchase of 59 paratransit lift-equipped vehicles. Of these vehicles, 30 are for new and improved services and 29 are to replace overaged buses. The purpose of this program is to provide alternative transportation to those persons who can not easily use the fixed route system. Also, in some cases, this service is more cost-effective than a fixed route operation. In FY86-89, the replacement and/or rehabilitation of 64 paratransit buses is scheduled.

The current fixed-route bus fleet will be adequate through 1985. However, in the last 4 years of the program, 48 new and improved service vehicles will be required and 272 replacement buses. The large number of replacement buses are necessary to replace the vehicles that will become overaged in the next few years. An effort has been made to spread out new purchases in order to allow for maintenance of vehicle in a more orderly fashion.

II. PROGRAM OBJECTIVES

The FY85-89 Capital Improvement Program is intended to define project requirements over the next five years. This is in an effort to specify the type and level of investments necessary. The overall goal is to improve the efficiency and effectiveness of the transit system.

The projects for program consideration are derived from requests submitted by community groups, transit operators, elected officials, and staff recommendations.

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APP.
The evaluation criteria includes:

1. ASSURE A SAFE AND RELIABLE TRANSPORTATION SYSTEM

This is the primary objective of the capital program. Projects that will maintain and reinforce safety requirements both for the rider and for the transit employee were given the highest priority.

2. MAINTAIN A REPLACEMENT CYCLE FOR COMPONENTS OF THE SYSTEM SUCH AS ROLLING STOCK

Preventive maintenance of capital equipment is used. This means that designated maintenance activities are performed at scheduled intervals. Benefits of this approach are a higher level of equipment performance, reliable and orderly operations. Longer life of the equipment is another benefit.

3. UPGRADE SYSTEM COMPONENTS THAT ARE OVERAGED AND WORN OUT IN ORDER TO PROVIDE ADDITIONAL OPERATING FLEXIBILITY

This category applies to system components that, because of being overaged or worn out, are no longer able to maintain adequate service. An example is the replacement of air-conditioning units that require constant maintenance. This also allows for an adequate number of buses on the street and less out-of-service vehicles.

4. PROVIDE NECESSARY NEW FACILITIES AND RENOVATIONS TO EXISTING STRUCTURES

In order to protect and properly maintain the SBD's investment in rolling stock and equipment, adequate garage facilities are critically needed. The new and renovated storage and maintenance facilities are designed to accommodate the current fleets and the projected needs of the future.

The evaluation procedure includes determining whether the project supports one or more of the above objectives. Another important factor is whether the project has been adequately defined, and can be readily completed in the current Fiscal Year. Where possible, projects are phased over several years in order to obtain maximum benefits from the available funds. As a general rule, projects are phased to accommodate engineering and/or material purchases in one year with construction funds programmed in a subsequent year. The final step in the evaluation of projects is based on the projected availability of funds.

Figure 1 shows the distribution of funds between the various Suburban Bus categories in FY85.

Table A summarizes the FY85 Capital Program and previous funding by line item. Detailed project descriptions by project element follow.

Figure 2 shows the location of the FY85 Capital projects within the Northeastern Illinois Region. It should be noted that those items that could not be specifically located on the map are listed by project element.

Table B summarizes the Suburban Bus FY85-89 Capital Improvement Program.

FY 85 Suburban Bus Capital Program

\$ 29,669,000

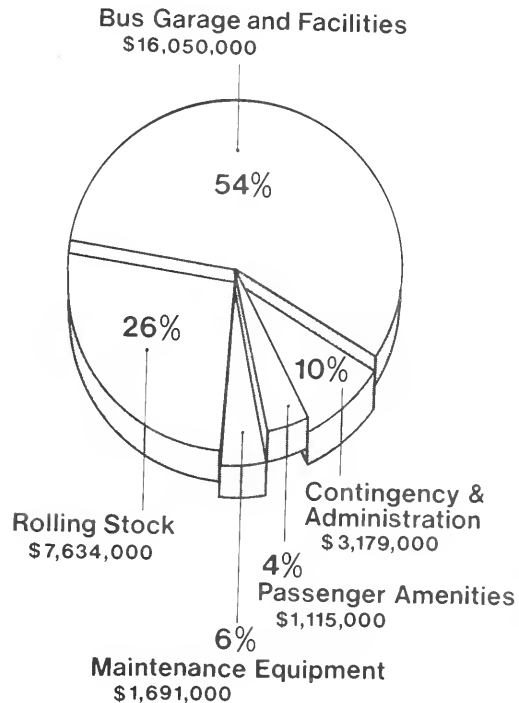


TABLE A
SUBURBAN BUS DIVISION FY85
BUS CAPITAL PROGRAM (\$000)

<u>P.F. NO.</u>	<u>DESCRIPTION</u>	<u>CARRIER</u>	<u>COUNTY AFFECTED</u>	<u>PREVIOUSLY FUNDED</u>	<u>FY 84 PENDING</u>	<u>FY 85</u>
<u>BUS GARAGES & FACILITIES</u>						
1476	Aurora Bus Garage	Aurora Dot	K*D	\$ 500(a,e)	\$ 600(c)	\$ 700(c)
1501	Oak Lawn Bus Garage	TM-Oak Lawn	C*	-0-	100(e)	1,750(c)
1312	North Shore Inspection Garage	Nortran	C*	2,840(a,e)	-0-	6,600(c)
1601	New Central Maintenance Facility	Indetermined	C,D,L,M,K,W	-0-	-0-	3,500(a,e)
1604	New SBD Administration Building	SBD	C,D,L,K,M,W	-0-	-0-	3,500(a,e,c)
	Subtotal			\$3,340	\$ 700	\$16,050
				-----	---	-----
<u>ROLLING STOCK</u>						
1607	3 Paratransit Vehicles	Contract	K	\$ -0-	\$ -0-	\$ 144(e,m)
1608	1 Paratransit Vehicle	Contract	L	-0-	-0-	45(e,m)
1609	4 Paratransit Vehicles	Contract	K	-0-	-0-	183(e,m)
1610	7 Paratransit Vehicles	Contract	M	-0-	-0-	327(e,m)
1611	10 Paratransit Vehicles	HEPT	W	-0-	-0-	465(e,m)
1612	34 Paratransit Vehicles	Contract	C,L,M	-0-	-0-	1,736(e,m)
1613	Associated Capital	SPD	W,M,C	-0-	-0-	500(m)
1502	100 Air Operated Diesel Starters	SBD	C,D,K,L,M,W	-0-	163(m,l)	160(m,l)
1503	5 Electronic Destination Signs	SBD	C,D,K,L,M,W	-0-	589(m,l)	20(m,l)
1614	Commuter Van Pool Program	SBD/CATS	C,D,K,L,M,W	-0-	-0-	770(e,m)
1615	80 Fareboxes for contract buses	SBD	C,D,K,L,M,W	-0-	-0-	124(m,l)
1623	166 Air Conditioning units for Flexibles	SBD	C,D,K,L,M,W	-0-	-0-	435(m,l)
1624	Retrofit 204 Flexibles with opening windows or vents	SBD	C,D,K,L,M,W	-0-	-0-	2,700(m,l)
1544	1 New Bus	JMTD	W	-0-	50(m)	25(m)
	Subtotal			\$ -0-	\$ 802	\$7,634
				---	---	-----

TABLE A
SUBURBAN BUS DIVISION FY85
BUS CAPITAL PROGRAM (\$000)

<u>P.E. NO.</u>	<u>DESCRIPTION</u>	<u>CARRIER</u>	<u>COUNTY AFFECTED</u>	<u>PREVIOUSLY FUNDED</u>	<u>FY 84 PENDING</u>	<u>FY 85</u>
<u>MAINTENANCE EQUIPMENT</u>						
1616	Capital Asset System	SBD	C,D,K,L,M,W	\$ -0-	\$ -0-	\$ 310(e,m,l)
1617	Maintenance Equipment	SBD	C,D,K,L,M,W	-0-	-0-	791(e,m,l)
1618	Office Equipment	SBD	C,D,K,L,M,W	-0-	-0-	90(m)
1626	Computer Equipment	SBD	C,D,K,L,M,W	-0-	-0-	500(e,m)
	Subtotal			\$ -0- ---	\$ -0- ---	\$1,691 -----
<u>PASSENGER AMENITIES</u>						
1619	4 Bus Turnarounds	SBD	C,L	\$ 125(e,c)	\$ -0-	\$ 935(e,c)
1620	500 Bus Stop Signs	SBD	C,D,K,L,M,W	-0-	-0-	15(m,l)
1621	50 Bus Shelters	SBD	C,D,K,L,M,W	-0-	-0-	145(m,l)
1625	Mobile Travel Information Center	SBD	C,D,K,L,M,W	-0-	-0-	20(e,c)
	Subtotal			\$ 125 ---	\$ -0- ---	\$ 1,115 -----
	Total			<u>\$3,465</u>	<u>\$1,502</u>	<u>\$26,490</u>
	Contingencies/ Administration			416	180	3,179
	Grand Total			<u>\$3,881</u>	<u>\$1,682</u>	<u>\$29,669</u>

Abbreviations: C-Cook County; D-Dupage County; K-Kane County; L-Lake County; M-McHenry County; W-Will County. Aurora DOT-Aurora Department of Transportation; TM-Oak Lawn-Transit Management of Oak Lawn; Nortran-North Suburban Mass Transit District; SBD-Suburban Bus Division; HEPT-Handicapped and Elderly Personal Transit; CATS-Chicago Area Transportation Study.

* - County of Construction	e - engineering	5
a - acquisition	l - labor	
c - construction	m - material	

FIGURE 2

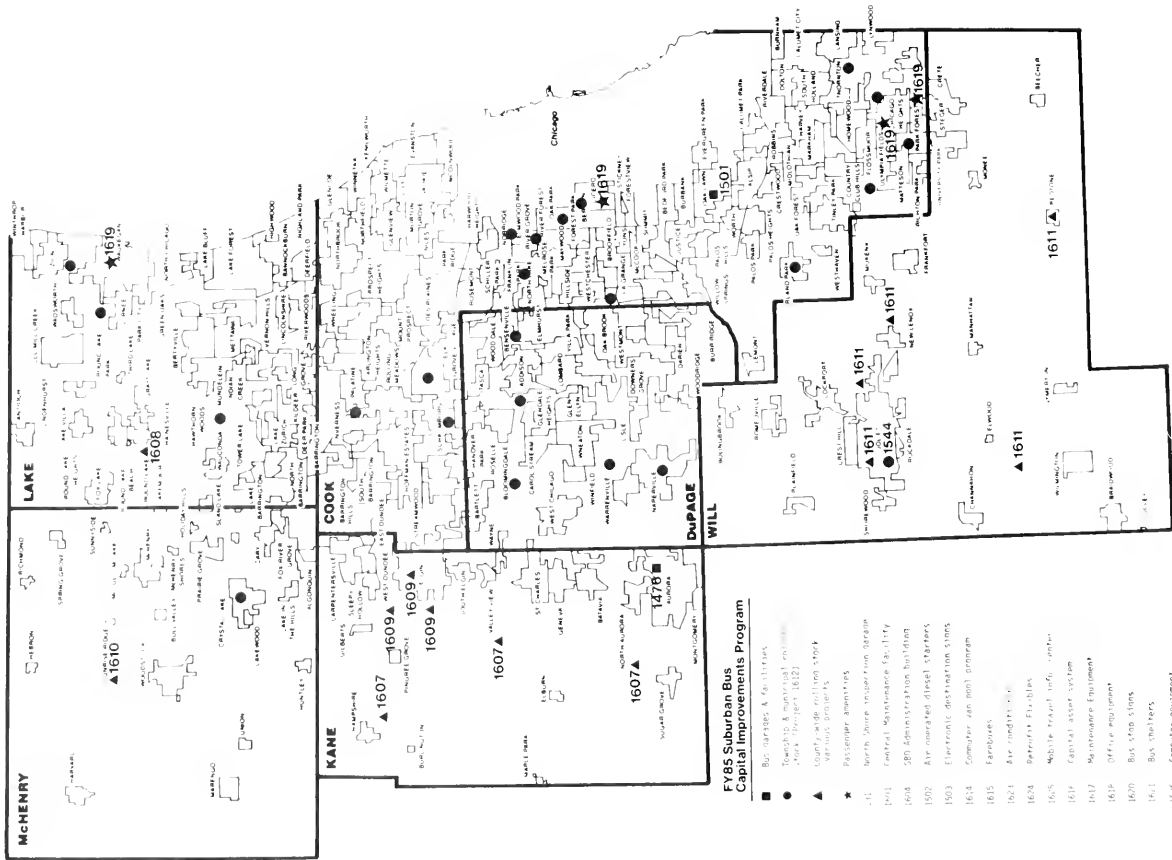


TABLE B
SUBURBAN BUS DIVISION FY85-89
BUS CAPITAL PROGRAM (\$000)

<u>P.F.</u> <u>NO.</u>	<u>DESCRIPTION</u>	<u>CARRIER</u>	<u>COUNTY</u> <u>AFFECTED</u>	<u>PREVIOUSLY</u> <u>FUNDED</u>	<u>FY 84</u> <u>PENDING</u>	<u>FY 85</u>	<u>FY 86</u>	<u>FY 87-89</u>	<u>TOTAL</u>
<u>BUS GARAGES & FACILITIES</u>									
1476	Aurora Bus Garage	Aurora Dot	K*O	\$ 500	\$ 600	\$ 700	\$ -0-	\$ -0-	\$ 1,800
1501	Oak Lawn Bus Garage	TM-Oak Lawn	C*	-0-	100	1,750	-0-	-0-	1,850
1312	North Shore Inspection Garage	Nortran	C*	2,840	-0-	6,600	-0-	-0-	9,440
1601	New Central Maintenance Facility	Undetermined	C,D,L,M,K,W	-0-	-0-	3,500	9,000	-0-	12,500
1604	New SBD Administration Building	SBD	C,D,L,K,M,W	-0-	-0-	3,500	-0-	-0-	3,500
	New Garage-N.W. Cook	Undetermined	C	-0-	-0-	-0-	1,000	8,000	9,000
	New Garage-DuPage	Undetermined	D	-0-	-0-	-0-	-0-	9,000	9,000
	Subtotal			\$3,340	\$ 700	\$16,050	\$10,000	\$17,000	47,090
				----	---	-----	-----	-----	-----
<u>ROLLING STOCK</u>									
	48 New Transit Buses	SBD	C,D,K,L,M,W	\$ -0-	\$ -0-	\$ -0-	\$ 1,800	\$ 5,400	\$ 7,200
	272 Replacement Buses	SBD	C,D,K,L,M,W	-0-	-0-	-0-	12,240	36,720	48,960
1607	6 Paratransit Vehicles	Contract	K	-0-	-0-	144	-0-	135	279
1608	2 Paratransit Vehicle	Contract	L	-0-	-0-	45	-0-	45	90
1609	4 Paratransit Vehicles	Contract	K	-0-	-0-	183	-0-	-0-	183
1610	8 Paratransit Vehicles	Contract	M	-0-	-0-	327	-0-	45	372
1611	26 Paratransit Vehicles	HEPT	W	-0-	-0-	465	225	495	1,185
1612	77 Paratransit Vehicles	Contract	C,L,M	-0-	-0-	1,736	810	1,125	3,671
1613	Associated Capital	SBD	W,M,C	-0-	-0-	500	70	195	765
1502	199 Air Operated Diesel Starters	SBD	C,D,K,L,M,W	-0-	163	160	-0-	-0-	323
1503	168 Electronic Destination Signs	SBD	C,D,K,L,M,W	-0-	589	20	-0-	-0-	609
1614	Commuter Van Pool Program	SBD/CATS	C,D,K,L,M,W	-0-	-0-	770	-0-	-0-	770
1615	80 Fareboxes for contract buses	SBD	C,D,K,L,M,W	-0-	-0-	124	-0-	-0-	124
1623	166 Air Conditioning units for Flexibles	SBD	C,D,K,L,M,W	-0-	-0-	435	-0-	-0-	435
1624	Retrofit 204 Flexibles with opening windows or vents	SBD	C,D,K,L,M,W	-0-	-0-	2,700	-0-	-0-	2,700
1544	1 New Bus	JMTD	W	-0-	50	25	-0-	-0-	75
	Subtotal			\$ -0-	\$ 802	\$ 7,634	\$15,145	\$44,160	\$67,741
				----	---	-----	-----	-----	-----

TABLE B

SUBURBAN BUS DIVISION FY85-89BUS CAPITAL PROGRAM (\$000)

<u>P.E. NO.</u>	<u>DESCRIPTION</u>	<u>CARRIER</u>	<u>COUNTY AFFECTED</u>	<u>PREVIOUSLY FUNDED</u>	<u>FY 84 PENDING</u>	<u>FY 85</u>	<u>FY 86</u>	<u>FY 87-89</u>	<u>TOTAL</u>
<u>MAINTENANCE EQUIPMENT</u>									
1616	Capital Asset System	SBD	C,D,K,L,M,W	\$ -0-	\$ -0-	\$ 310	\$ -0-	\$ -0-	\$ 310
1617	Maintenance Equipment	SBD	C,D,K,L,M,W	-0-	-0-	791	300	900	1,991
1618	Office Equipment	SBD	C,D,K,L,M,W	-0-	-0-	90	50	150	290
1626	Computer Equipment	SBD	C,D,K,L,M,W	-0-	-0-	500	-0-	-0-	500
	Subtotal			\$ -0-	\$ -0-	\$ 1,691	\$ 350	\$ 1,050	\$ 3,091
				---	---	-----	---	-----	-----
<u>PASSENGER AMENITIES</u>									
1619	5 Bus Turnarounds	SBD	C,L	\$ 125	\$ -0-	\$ 935	\$ 350	\$ -0-	\$ 1,410
1620	2500 Bus Stop Signs	SBD	C,D,K,L,M,W	-0-	-0-	15	15	45	75
1621	250 Bus Shelters	SBD	C,D,K,L,M,W	-0-	-0-	145	145	435	725
1625	Mobile Travel Information Center	SBD	C,D,K,L,M,W	-0-	-0-	20	-0-	-0-	20
	Subtotal			\$ 125	\$ -0-	\$ 1,115	\$ 510	\$ 480	\$ 2,230
				---	---	-----	---	---	-----
	Total			<u>\$3,465</u>	<u>\$1,502</u>	<u>\$26,490</u>	<u>\$26,005</u>	<u>\$62,690</u>	<u>\$120,152</u>
	Contingencies/ Administration			<u>416</u>	<u>180</u>	<u>3,179</u>	<u>3,121</u>	<u>7,523</u>	<u>14,419</u>
	Grand Total			<u>\$3,881</u>	<u>\$1,682</u>	<u>\$29,669</u>	<u>\$29,126</u>	<u>\$70,213</u>	<u>\$134,571</u>

Abbreviations: C-Cook County; D-Dupage County; K-Kane County; L-Lake County; M-McHenry County; W-Will County. Aurora DOT-Aurora Department of Transportation; TM-Oak Lawn-Transit Management of Oak Lawn; Nortran-North Suburban Mass Transit District; SBD-Suburban Bus Division; HEPT-Handicapped and Elderly Personal Transit; CATS-Chicago Area Transportation Study.

Proposed Fiscal Year 1985 Suburban Bus Capital Improvement Program

1. 1985 Suburban Bus - Bus Garage and Facilities

The 1985 Program includes funds to complete the renovation of the Aurora Department of Transportation Bus Garage. The Oak Lawn Garage is also scheduled for completion. Construction funds are requested for the expansion and renovation of this facility. Construction funds are requested for a new North Shore inspection garage to alleviate the severe overcrowding at NORTAN. Sites are currently being examined for this facility. Funds are also requested for acquisition and engineering for a new central maintenance facility. This project is scheduled for completion in 1986. The 1985 Garage Program totals \$12,550,000.

The purchase of a building to house the Suburban Bus Division is included in the 1985 Program. A site selection study is currently underway. The 1985 Program includes \$3,500,000 for this project.

Detailed project descriptions follow.

1985 URBAN BUS DIVISION PROGRAM

1985 URBAN BUS DIVISION PROGRAM

PROJECT ELEMENT

1985 - Rehabilitation of existing garage for the Aurora Department of Transportation

TOTAL ESTIMATED 1985 COST: \$700,000

LOCATION

Aurora Department of Transportation, 659 South River Street, Aurora, Illinois. (Construction is in Kane County, DuPage County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the renovation of the existing Aurora Department of Transportation (ADOT) bus garage and the acquisition and renovation of the former Aurora Municipal Incinerator/Garage building. The existing bus garage is a sound structure. However, it lacks adequate space to accommodate administrative, transportation operations and maintenance areas. Therefore, it is proposed to expand the existing garage and use it solely for vehicle storage. The size of the existing garage is 22,000 square feet.

The former incinerator building will be modified to provide four bus maintenance bays, parts storage, administrative services, and transportation operations. The size of the former incinerator building is 19,076 square feet.

Funds requested in 1983 will be used for land acquisition, engineering and architectural services. 1984 funds will be used for renovation of the former incinerator building, and 1985 funds will be used to purchase equipment and to renovate and expand the present bus garage. The ADOT system currently stores 25 vehicles on site and has a peak vehicle requirement of 16 buses.

1985 SUBURBAN BUS DIVISION PROGRAM

PROJECT ELEMENT

1985 - (Cont.)

1985 FUNDING

ACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
250,000
350,000

TOTAL ESTIMATED COST

\$ 700,000

FUNDING SCHEDULED

Previously Funded - IL-90-0008, \$130,000
- IL-05-0043, \$370,000
FY84 - Pending - IL-90-X026
FY85
FY86
FY87-89

\$ 500,000
700,000
-0-
-0-

TOTAL ESTIMATED COST

\$1,400,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1501 - Expansion and rehabilitation of the Oak Lawn garage

TOTAL ESTIMATED 1985 COST: \$1,750,000LOCATION

Transit Management of Oak Lawn Garage, 5800 West 95th Street, Oak Lawn, Illinois. (Construction and benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project calls for the expansion and rehabilitation of the Suburban Transit Garage in Oak Lawn, Illinois, which is currently managed by Transit Management of Oak Lawn. The existing facility is extremely overcrowded. Major problems with this garage include: inadequate space for transportation operations; inadequate administration space; inadequate maintenance/repair areas; and lack of a vehicle service lane for fueling, washing and cleaning.

Several alternatives for rehabilitating the maintenance/repair area have been considered. The RTA has concluded that rehabilitating this area in its current location is neither practical nor cost effective. The removal of the maintenance area from the east side of the garage would enable the facility to be rehabilitated thus allowing for the expansion of the transportation operations and administrative offices area. The maintenance area would be relocated and constructed to the west of the present facility. The new maintenance area would include sufficient areas for vehicle repair, servicing and expanded storage. The renovation of this site will allow for a single counterclockwise flow. Buses will enter from the southwest corner of the site (away from the residential area on Manard Avenue), stack up on-site, then proceed through fueling/washing/cleaning and directly into vehicle storage. Approximately 18,000 square feet will be added to the facility and 6,500 square feet will be renovated.

Currently, 34 vehicles are stored at this facility and the peak vehicle equipment is 28 buses.

FY85 funds are requested for construction. FY84 funds will be used for engineering and architectural services.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1501 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST
\$ -0-
-0-
1,750,000

TOTAL ESTIMATED COST\$1,750,000FUNDING SCHEDULED

Previously Funded
FY84-Pending-IL-90-X026
FY85
FY86
FY87-89

-0-
100,000
1,750,000
-0-
-0-

TOTAL ESTIMATED COST\$1,850,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1312 - New North Shore Inspection Garage for Operation by the North Suburban Mass Transit District

TOTAL ESTIMATED 1985 COST: \$6,600,000LOCATION

Sites are being examined in the vicinity of the North Side of Chicago and the Skokie/Evanston area.

PROJECT ELEMENT DESCRIPTION

The RTA Suburban Bus Storage and Maintenance Facilities Plan identified the need for a new garage facility in the Skokie/Evanston Area. At this location, deadhead miles would be minimized. Over the last two years, several sites have been evaluated and rejected for various reasons. Because of the population density of this area, the availability of appropriate sites are scarce. Nevertheless, due to the critical need for this facility, the location study is continuing.

At the present time, the NORTRAN facility in Des Plaines is severely overcrowded. A fleet of 135 vehicles is stored on a site that has a desirable capacity of only 65-75 vehicles. The proposed garage will relieve this severe overcrowding at the Des Plaines facility.

Funds requested for 1985 will be used for the construction of this facility.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1312 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
-0-
6,600,00

TOTAL ESTIMATED COST

\$6,600,00FUNDING SCHEDULED

Previously Funded-IL-05-0043
FY84
FY85
FY86
FY87-89

\$2,840,00
-0-
6,600,00
-0-
-0-

TOTAL ESTIMATED COST

\$9,440,00

1985 SHUPARAN BUS DIVISION PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1A01 - New central maintenance facility

TOTAL ESTIMATED 1985 COST: \$3,500,000LOCATION

Location will be determined as part of this project.

PROJECT ELEMENT DESCRIPTION

The purpose of the central maintenance facility is to provide a central location (deadhead miles are minimized) where major maintenance can be completed. This facility would serve the entire six-county region.

There are many advantages of this type of facility. Major components can be rebuilt without pulling the bus from service for an extended time. This allows for a more efficient and cost-effective use of the rolling stock. It is also advantageous to maintain a central parts depot that can be accessed by all carriers. This avoids costly duplications of parts that should be on hand but are less frequently needed.

Some of the other functions that will be performed in this facility are as follows: engine overhauls, major body repairs, painting, upholstery, radiator repairs, machine shop, specialty shop, tire shop-regrooving, and mechanic training center.

Funds are requested in 1985 for land acquisition, engineering and architectural services. 1986 funds will be used for construction.

1985 SHUPARAN BUS DIVISION PROGRAMPROJECT ELEMENT

1A01 (Cont)

1985 FUNDINGACTIVITY

Acquisition	
Contract Engineering	
Contract Purchases	
Contract Construction	

COST

\$ 3,250,000
250,000
-0-
-0-

TOTAL ESTIMATED COST\$ 3,500,000FUNDING SCHEDULED

Previously Funded	
FY84	
FY85	
FY86	
FY87-89	

-0-
-0-
3,500,000
0,000,000
-0-

TOTAL ESTIMATED COST\$12,500,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY- Garages/Facilities

PROJECT ELEMENT

1A04 - Suburban Bus Division administration building

TOTAL ESTIMATED 1985 COST: \$3,500,000LOCATION

Location study currently being done

PROJECT ELEMENT DESCRIPTION

The SPD is currently in the process of locating adequate office space for its 132 person staff. The current lease at Marina City Office Building expires in June, 1985 at which time the rental fee is expected to increase significantly.

Therefore, it is proposed that a building is purchased at a site in which real estate costs are lower. Another requirement in purchasing this office building is that it is accessible by public transportation.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1A04 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Acquisition
Contract Construction

COST

\$ 250,000
3,250,000
-0-

TOTAL ESTIMATED COST

\$3,500,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
3,500,000
-0-
-0-

TOTAL ESTIMATED COST

\$3,500,000

Proposed Fiscal Year 1985 Suburban Bus Capital Improvement Program

2. 1985 Suburban Bus - Rolling Stock

The 1985 Program includes the purchase of 59 paratransit buses. 29 of these vehicles will replace overaged buses and 30 buses are programmed for new and/or improved services. 57 of the new and replacement vehicles will be the 15-passenger lift equipped type currently used. This type of vehicle is appropriate for the more lightly used services. 2-25 ft. heavy-duty transit buses with lifts are included for the greater used services in Bensenville and Schaumburg. In addition, the purchase of engines and transmissions (associated capital) is included in the program. Paratransit services are implemented only after a community applies to the Suburban Bus Division. The application is evaluated on the basis of need, local commitment and quality of service design. The cost of the Paratransit Program is \$3,005,000.

A commuter van pool program in conjunction with the Chicago Area Transportation Study (CATS) is programmed. Also included is a subscription van pool operation. 40-15 passenger vans are included along with the purchase of computer equipment and marketing materials. The cost is \$770,000.

The retrofitting of 204 buses with opening windows or vents will allow for greater passenger comfort. The replacement of 166 defective air-conditioning units will reduce maintenance costs. Both of these measures will contribute to better fleet utilization and less down time. The cost of these items is \$3,135,000.

Other items included in this category are the continuation of the program to install air operated diesel starters and electronic destination signs. The purchase of fareboxes for contract carriers will also be done to insure the security of farebox receipts. The cost of these items is \$217,000.

Detailed project descriptions follow.

1985 SUBURBAN BUS DIVISION PROGRAM1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1607 - (Cont.)

PROJECT ELEMENT

1607 - Purchase paratransit vehicles and related equipment - Aurora Urbanized Area (UZA)

TOTAL ESTIMATED 1985 COST: \$144,0001985 FUNDINGACTIVITYContract Engineering
Contract Purchases
Contract ConstructionCOST\$ 14,000
130,000
-0-TOTAL ESTIMATED COST \$ 144,000LOCATION

Three (3) paratransit vehicles are being purchased for the following areas:

- 1 - Aurora Township
- 2 - Kane County

FUNDING SCHEDULEPreviously Funded
FY84
FY85
FY86
FY87-89\$ -0-
-0-
144,000
-0-
135,000PROJECT ELEMENT DESCRIPTION

The FY85 Vehicle Acquisition Program consists of the following:

TOTAL ESTIMATED COST \$ 279,000

1. Acquisition of two (2) lift-equipped vehicles to replace two Township-owned vehicles operated in Aurora Township. The 1980 lift-equipped Dodge van and Chevrolet Station Wagon scheduled for replacement will have an estimated mileage of 147,000 each at the time of replacement. Two 1983 Fortifuses are also presently used in the service.
2. Acquisition of one (1) lift-equipped vehicle which will be utilized in Kane County for a paratransit service for mobility-limited residents. Placement of the vehicle will enable residents to travel in areas without local paratransit service and would also enable handicapped individuals to travel between local paratransit service areas without multiple transfers. The placement of the vehicle will enable SBO to further comply with Federal regulations.

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1402 - Purchase paratransit vehicles - Round Lake UZA

TOTAL ESTIMATED 1985 COST: \$ 45,000

LOCATION

One (1) Paratransit vehicle is being purchased for the following area:

1. Avon Township

PROJECT ELEMENT DESCRIPTION

The 1985 acquisition program consists of the following:

1. Acquisition of one (1) lift-equipped vehicle to meet the requirements of the Avon paratransit service which was expanded to a full time service. The service operates with one 1983 Fordibus and a spare 1979 Superior Coach utilized as a back-up for the midday dial-a-ride service. The Superior Coach (8428) will attain an estimated 120,000 miles at the time of its replacement.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	45,000
Contract Construction	-0-
 TOTAL ESTIMATED COST	 \$ <u>45,000</u>

FUNDING SCHEDULE

Previously Funded	\$ -0-
FY84	-0-
FY85	45,000
FY86	-0-
FY87-89	<u>45,000</u>

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Polling Stock

PROJECT ELEMENT

1609 - Purchase paratransit vehicles and related equipment - Elgin UZA

TOTAL ESTIMATED 1985 COST: \$183,000LOCATION

Four (4) paratransit vehicles are being purchased for the following areas:

1. Dundee Township
2. City of Elgin

PROJECT ELEMENT DESCRIPTION

The 1985 vehicle acquisition Program consists of the following:

1. Acquisition of one (1) lift-equipped vehicle for the Dundee Township paratransit service for seniors and mobility-limited residents. The Township's 1980 lift-equipped Superior Coach has experienced serious operating and maintenance problems since it was placed into operation. The vehicle placement will nearly complete the network of SBD Paratransit services in the Fox Valley area.
2. Acquisition of three (3) lift-equipped vehicles to replace three 1979 Superior Coaches (8436, 8448, 8452) presently utilized in the City of Elgin's Paratransit service. The three buses in the service will attain approximately 110,000, 117,000 and 124,000 respectively miles at the time of their replacement which exceeds the estimated vehicle life.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1609 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering	\$ 15,000
Contract Purchases	168,000
Contract Construction	-0-

TOTAL ESTIMATED COST \$ 183,000FUNDING SCHEDULE

Previously Funded	\$ -0-
FY84	-0-
FY85	183,000
FY86	-0-
FY87-89	-0-

TOTAL ESTIMATED COST \$ 183,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Polling Stock

PROJECT ELEMENT

1610 - Purchase paratransit vehicles and related equipment - McHenry County

TOTAL ESTIMATED 1985 COST: \$327,000LOCATION

Seven (7) paratransit vehicles are being purchased for the following areas:

1. City of Harvard
2. City of Marengo
3. McHenry County
4. McHenry Township
5. City of Woodstock

PROJECT ELEMENT DESCRIPTION

The 1985 Vehicle Acquisition Program consists of the following:

1. Acquisition of two (2) lift-equipped vehicles to replace two 1979 Superior Coaches (8422, 8434) for the City of Harvard paratransit service. It is estimated that the vehicles will attain 106,000 and 107,000 miles respectively at the time of their replacement which exceeds the estimated vehicle life. Vehicle 8422 may be retained for one year as a spare.
2. Acquisition of two (2) lift-equipped vehicles to replace two 1979 Superior Coaches (8411, 8433) in the City of Marengo paratransit service. It is estimated that the vehicles will attain 106,000 and 129,000 miles respectively at the time of their replacement which exceeds the estimated vehicle life.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1610 - (Cont)

3. Acquisition of one (1) lift-equipped vehicle which will be utilized in McHenry County for a countywide paratransit service. The service will enable handicapped residents to travel between municipalities where accessible services are not adjacent, or where multiple transfers would be required. Passengers would also be able to travel in areas within the County that presently have no accessible paratransit service. The placement of the vehicle will enable SRM to further comply with the federal regulations.
4. Acquisition of one (1) lift-equipped vehicle to supplement the McHenry Township paratransit service. Transportation is provided within a large service area (45 sq. miles) and ridership has increased to near capacity. Based on Northeastern Illinois Planning Commission (NIPC) projections, greater demands will be placed on the service in the next three years due to expected increases in the population to the area.
5. Acquisition of one (1) lift-equipped vehicle to supplement the City of Woodstock's paratransit service. Ridership has exceeded initial projections and continues to increase on a monthly basis. The Woodstock paratransit service is presently operating to near capacity and will need an additional vehicle to meet the anticipated demand.

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Farebox/Radio

	<u>COST</u>
	\$ 32,000
	295,000
	<u>-0-</u>
TOTAL ESTIMATED COST	\$ 327,000

FUNDING SCHEDULE

Previously Funded
FY84
FY85
FY86
FY87-89

	\$ -0-
	-0-
	327,000
	-0-
	<u>45,000</u>
TOTAL ESTIMATED COST	\$ 327,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1611 - Purchase paratransit vehicles and related equipment - Joliet I12A

TOTAL ESTIMATED 1985 COST: \$465,000LOCATION

Ten (10) paratransit vehicles are being purchased for the following areas:

1. Joliet HEPT
2. New Lenox Township
3. Village of Peotone
4. West/Southwest Will County

PROJECT ELEMENT DESCRIPTION

The 1985 Vehicle Acquisition Program consists of the following:

1. Acquisition of six (6) lift-equipped vehicles to replace one (1) JMTD and five (5) SBD paratransit vehicles presently in operation in the Joliet HEPT paratransit service. The five 1983 SBD Fortibuses (8488-8492) will attain over 150,000 miles each at the time of their replacement which exceeds the estimated vehicle life. One Wayne Transette bus owned by Joliet HEPT will attain an estimated 174,000 at the time of its replacement.
2. Acquisition of one (1) lift-equipped vehicle to initiate a local general public dial-a-ride service for New Lenox Township which has a population of 16,574 residents. New Lenox presently receives limited paratransit service for seniors and mobility-limited residents through HEPT and the Frankfort Township paratransit service. The bus placement will enable the Township to receive full time accessible transportation service.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1611 - (Cont)

3. Acquisition of one (1) additional lift-equipped vehicle for the Village of Peotone service. The Community operates an SBD sponsored paratransit service for seniors and mobility-limited residents of eastern Will County utilizing one 1983 Fortibus, and two non-lift equipped vehicles (a 1981 Chevrolet car and a 1979 Dodge van). It is estimated that ridership will increase 4,000 trips per year to 13,500 with the vehicle placement.
4. Acquisition of two (2) lift-equipped vehicles to provide general public paratransit service to the western sector of Will County including Homer, Lockport, Plainfield and Manhattan Townships in northwest Will County and Hannahan, Jackson, and Wilmington Townships in southwest Will Counties. The vehicle placements will allow residents to receive more extensive public transportation and will enable SBD to further comply with federal regulations.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ 46,000
Contract Purchases	419,000
Contract Construction	-0-
TOTAL ESTIMATED COST	\$ 465,000

FUNDING SCHEDULE

Previously Funded	\$ -0-
FY84	-0-
FY85	465,000
FY86	225,000
FY87-89	495,000
TOTAL ESTIMATED COST	\$ 1,185,000

1995 SUBURBAN RUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1612 - Purchase paratransit vehicles and related equipment - Chicago UZA

TOTAL ESTIMATED 1995 COST: \$ 1,736,000

LOCATION

Thirty-four (34) paratransit vehicles are being purchased for the following areas:

1. Replacement of SBD vehicles:
 - A. Village of Bensenville
 - B. Bloomingdale Township
 - C. City of Crystal Lake
 - D. Village of Elmwood Park
 - E. Village of Park Forest
 - F. Village of River Grove
 - G. Village of Schaumburg
 - H. Waukegan Township
2. Addison Township
3. City of Berwyn/Town of Cicero
4. Bloom Township
5. City of Crystal Lake
6. DuPage County
7. Elia Township
8. Elk Grove Township
9. Village of Franklin Park
10. Village of Naperville
11. Oak Park Township
12. Village of Orland Park
13. Palatine Township
14. Proviso Township
15. Rich Township
16. Village of Schaumburg
17. Thornton Township
18. Zion Township
19. Miscellaneous route replacements
20. Spare vehicles

1995 SUBURBAN RUS DIVISION PROGRAM

PROJECT ELEMENT

1612 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The 1995 vehicle acquisition program consists of the following:

1. Acquisition of eleven (11) lift-equipped vehicles to replace SBD paratransit vehicles presently being operated in eight paratransit services. The eight (8) 1979 Superiors, two (2) 1983 Fortibuses, and one (1) 1976 Mercedes will have attained over 150,000 miles respectively at the time of their replacement.
2. Acquisition of one (1) lift-equipped vehicle to provide township-wide accessible service for seniors and mobility-limited residents of Addison Township. The vehicle placement will enable SBD to further comply with federal requirements.
3. Acquisition of one (1) lift-equipped vehicle for the communities of Berwyn and Cicero to replace one 1980 22-passenger Chevrolet used in a joint community paratransit service. The vehicle will have attained approximately 90,000 at the time of its replacement. None of the vehicles used in the service are equipped with lifts. The vehicle placement will enable the communities to expand service to handicapped residents and will enable SBD to further comply with federal regulations.
4. Acquisition of one (1) lift-equipped vehicle to supplement Bloom Township's four vehicle program. A support vehicle will enable the service to meet a service demand of 31,200 annual trips.
5. Acquisition of one (1) lift-equipped vehicle to supplement the City of Crystal Lake's paratransit service. The additional vehicle will be used to support the City's fleet and will also be used to meet the projected increase in service demand due to the annexation of residential subdivisions.
6. Acquisition of one (1) lift-equipped vehicle which will be utilized in the DuPage County service for mobility-limited residents. The placement of the vehicle will enable handicapped residents to receive countywide service without having to make multiple transfers from local paratransit service and will enable SBD to further comply with federal regulations.
7. Acquisition of one (1) lift-equipped vehicle to supplement the Elia Township paratransit service. The Township proposes to expand its service for seniors and mobility-limited residents to the general public. One SBD Fortibus is presently used in the service.

1995 SUBURBAN BUS DIVISION PROGRAM

PROJECT ELEMENT

1612 - (Cont.)

8. Acquisition of one (1) lift-equipped vehicle to supplement the seven-township paratransit service for mobility-limited residents operated by the Elm Grove Village paratransit resource center. The service will be receiving three lift-equipped 100T vehicles in April, 1995. The additional vehicle will enable the service to meet its anticipated demand of 40,000 trips per year.
9. Acquisition of one (1) lift-equipped vehicle for the Franklin Park service in order to expand the midday Paratransit service to a full day service.
10. Acquisition of one (1) lift-equipped vehicle to replace a 1980 Wayne Transette owned by the Village of Naperville. The Village-owned bus which has no lift, will attain over 125,000 miles at the time of its retirement. This Village presently operates a two vehicle dial-a-ride service for seniors. This vehicle placement will enable the Village to expand its service to handicapped residents and will enable SBD to further comply with federal regulations.
11. Acquisition of one (1) lift-equipped vehicle to supplement Oak Park Township's dial-a-ride service for seniors and mobility-limited residents. A high concentration of senior centers and the initiation of the transfer program between the Township and the CTA Special Services will place increased demands on the one bus service. The additional vehicle will enable the Township to meet its anticipated service demand of 15,140 annual trips.
12. Acquisition of one (1) lift-equipped vehicle to supplement Orland Park's paratransit service. The Village presently operates a general public dial-a-ride service for the Village of Orland Park and portions of Orland Township, utilizing one SBD Fortibus and one Village vehicle. The Village plans to expand its present service within the township. The additional vehicle will enable the service to meet its anticipated demand of 20,000 annual trips.
13. Acquisition of one (1) lift-equipped vehicle to replace a 1980 Wayne Transette owned by Palatine Township. The vehicle will attain approximately 150,000 miles at the time of its replacement. The service presently operates a dial-a-ride service for seniors and mobility-limited residents utilizing one SBD Fortibus and the township owned vehicle.

1985 SUBURBAN BUS DIVISION PROGRAM

PROJECT ELEMENT

1612 - (Cont.)

14. Acquisition of one (1) lift-equipped vehicle to supplement the community's paratransit service. The Village of Bellwood presently sponsors a township-wide paratransit service which serves seniors and mobility-limited residents. The service is operated by the Proviso Council on Aging. The additional vehicle will be utilized as a back-up to the fleet.
15. Acquisition of one (1) lift-equipped vehicle to supplement the Rich Township paratransit service. The Township presently operates a service for seniors and mobility-limited residents utilizing two SBD Fortibuses. Ridership has exceeded initial projections and continues to increase on a monthly basis. The service is presently operating to near capacity and will need an additional vehicle to meet the anticipated demand.
16. Acquisition of one (1) lift-equipped vehicle to supplement the Village of Schaumburg's paratransit service. Schaumburg operates a general public service utilizing six SBD Fortibuses. The additional vehicle will enable the Village to meet its service demand of 83,500 annual trips.
17. Acquisition of one (1) lift-equipped vehicle to supplement the Thornton Township paratransit service for seniors and mobility-limited residents. The service presently utilizes three SBD lift-equipped Fortibuses. The additional bus will enable the Township to meet its service demand of approximately 38,000 annual trips.
18. Acquisition of one (1) lift-equipped vehicle to provide service to Zion Township for use in senior citizens and handicapped service. The vehicle placement will enable the Township to expand its service to handicapped residents and will enable SBD to further comply with federal regulations.
19. Acquisition of three (3) vehicles to be used to provide paratransit service in areas where fixed routes are programmed to be discontinued and local communities elect to initiate paratransit service.
20. Acquisition of three (3) vehicles to be used as regionwide fleet spares for SBD paratransit services. There are currently six Fortibuses used as fleet spares out of a total fleet of 112 paratransit vehicles.

1985 SUBURBAN BUS DIVISION PROGRAM

PROJECT ELEMENT

1612 - (Cont.)

1985 FUNDING

ACTIVITY

Contract Engineering	\$ 160,000
Contract Purchases	1,576,000
Contract Construction	<u>-0-</u>

TOTAL ESTIMATED COST \$ 1,736,000

FUNDING SCHEDULE

Previously Funded	\$ -0-
FY84	-0-
FY85	1,736,000
FY86	810,000
FY87-89	<u>1,125,000</u>

TOTAL ESTIMATED COST \$ 3,671,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1613 - Associated capital

TOTAL ESTIMATED 1985 COST: \$500,000LOCATION

SRD Six County Region

PROJECT ELEMENT DESCRIPTION

Items that will be included in this project include diesel engines, transmissions, coach body repairs and bulkheads.

All of these components will be purchased consistent with a preventive maintenance program. A major benefit is higher equipment performance and improved reliability of service. This system also encourages an orderly operation in which the number of buses to be removed from service for repair is known ahead of time. In comparing the total costs involved in each type of maintenance philosophy, preventive maintenance is generally the most cost efficient approach.

The following paratransit equipment is also included:

1. Purchase engines and transmissions to permit rehabilitation of five(5) SRD Fortibuses (8526-8530) which will attain over 100,000 miles at the time of the rehabilitation.
2. Purchase engine and transmission for the rehabilitation of one(1) lift-equipped 1983 SRD Fortibus (8463) in the Bolingbrook area. The bus will attain approximately 100,000 miles at the time of the rehabilitation.
3. Purchase of engines and transmissions for the rehabilitation of four(4) lift-equipped 1983 SRD Fortibuses (8516, 8517, 8523, 8524) in the Crystal Lake area. The buses will attain 100,000 miles at the time of rehabilitation.
4. Purchase of engines and transmissions for the rehabilitation of one(1) SRD Fortibus (8464) operated in Park Forest. The vehicle will reach 100,000 miles by that time.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1613 - (Cont.)

5. Purchase of engines and transmissions for the rehabilitation of seven(7) 1983 SRD Fortibuses (8493-8499) in Schaumburg. These vehicles will reach 100,000 miles by that time.
6. Purchase of engines and transmissions for the rehabilitation of three(3) 1983 SRD Fortibuses (8467-8469) in Thornton Township. These vehicles will attain approximately 100,000 at the time of rehabilitation.

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
500,000
-0-

TOTAL ESTIMATED COST

\$500,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
500,000
70,000
195,000

TOTAL ESTIMATED COST

\$765,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1502 - Purchase and install 100 Air operated diesel bus starters or engine block heaters.

TOTAL ESTIMATED 1985 COST: \$160,000LOCATION

SBD Six County Region

PROJECT ELEMENT DESCRIPTION

This multi-year project is for the purchase and installation of 199 air operated diesel bus starters or engine block heaters. Air starters utilize compressed air instead of battery power to start diesel engine buses. The primary advantage this type of starter offers is the virtual elimination of cold weather starting problems associated with battery powered starters. Engine block heaters also alleviate the problem of starting cold buses by keeping the engine warm when the bus is not being used.

The RTA tested two Ingersoll-Rand air starters for more than one year at South Suburban Safeway Lines with extremely satisfactory results. Subsequently, 125 air starters were purchased and installed. The buses equipped with air starters experienced little or no problems related to starting and has greatly reduced electrical system failures.

The utilization of air starters will enable the RTA to reduce by half the number of batteries carried on each bus; reduce the failure rate of those batteries carried; reduce battery replacement costs; and eliminate the need for overnight and layover idling, thereby realizing a substantial savings in fuel.

1985 funding is for the purchase and installation of 100 starters or engine block heaters.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1502 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
160,000
-0-

TOTAL ESTIMATED COST

\$160,000FUNDING SCHEDULED

Previously Funded
FY84-Pending-IL-90-X030
FY85
FY86
FY87-89

-0-
163,000
160,000
-0-
-0-

TOTAL ESTIMATED COST

\$323,000

1985 SUBURBAN BUS DIVISION PROGRAM1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1503 - Purchase and install 5 electronic bus destination signs

TOTAL ESTIMATED 1985 COST: \$20,000LOCATION

SBD Six County Region

PROJECT ELEMENT DESCRIPTION

The SBD has begun a program of standardization and replacement of bus destination signs under Project Elements D61311, D7131A and D81327. This project involves the purchase and installation of 168 electronic destination signs over two years.

The benefits of electronic destination signs over conventional signs are that they improve passenger identification in selecting the correct bus route, and eliminate the high maintenance costs of roller curtain signs. The current method of displaying route and destination information on the majority of SBD buses is via the use of roller curtains and/or windshield placards. Roller curtains are highly inflexible and expensive to maintain, and windshield placards are only a stopgap means of displaying information. The SBD is having to employ windshield cards more frequently due to the high expense and inability to remake roller curtains when routes are changed or new routes initiated.

The standardization of rolling stock and ancillary equipment has made it feasible for the SBD to transfer rolling stock between operating facilities. However, this flexibility is hampered and bus transfers made more expensive to execute when roller curtains must be removed and exchanged during each transfer. The installation of the electronic destination signs will serve to remedy this problem.

FY85 funds will be used to purchase 5 electronic destination signs for the remaining Grumman 270 buses. FY84 funds will be used to install signs in 163 Grumman 270 buses.

PROJECT ELEMENT

1503 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
20,000
-0-

TOTAL ESTIMATED COST

\$ 20,000FUNDING SCHEDULED

Previously Funded
FY84-Pending-IL-90-X030
FY85
FY86
FY87-89

\$ -0-
\$39,000
20,000
-0-
-0-

TOTAL ESTIMATED COST

\$ 609,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1614 - Commuter vanpool program

TOTAL ESTIMATED 1985 COST: \$770,000LOCATION

SBD Six County Region

PROJECT ELEMENT DESCRIPTION

This project involves the purchasing of 40-15 passenger vans for use in a commuter vanpool project. The purpose of this program is to encourage vanpool development by providing commuters with low-risk vanpools.

This project will be done jointly with the Suburban Bus Division (SBD) and Chicago Area Transportation Study (CATS). CATS will administer the project by matching applicants to locate potential commuter van groups. Vans will be placed with a qualifying group of commuters (including an approved driver and back-up driver) for a limited time (six months to one year). CATS will provide set-up and operating assistance at that time.

CATS will market the project through extensive publicity including press releases and public service announcements, special promotions, supportive company contacts, and personalized driver assistance.

An on-line, multi-user micro-computer system is also needed for this project. Micro-computer hardware and software innovations since 1982 provide new and improved ridesharing capabilities. This system would assist in vanpool matching and management.

In addition, a portion of the vans will be used for a subscription van pool service. This operation will be operated with community support.

This project includes the purchase of 40-15 passenger vans, computer equipment and marketing materials.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1614 (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
770,000
-0-

TOTAL ESTIMATED COST

\$ 770,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
770,000
-0-
-0-

TOTAL ESTIMATED COST

\$ 770,000

1985 SUBURBAN BUS DIVISION PROGRAM1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1615 - Purchase of 80 non-registering fareboxes

TOTAL ESTIMATED 1985 COST: \$124,000LOCATION

SBD Six County Region

PROJECT ELEMENT DESCRIPTION

SBD is currently in the process of purchasing non-registering fareboxes for contract carrier services. The purchase of these 80 fareboxes will complete this program.

The benefits of SBD ownership of fareboxes are numerous. They include:

- 1) The price of a farebox is currently passed on to the SBD by the contractor when the contractor bids the service. It can be expected that the bid price will be lowered when the operator does not have to pay for the fareboxes. In addition, when the RTA changes vendors, new fareboxes must again be purchased and costs passed along. If the RTA owns the fareboxes, they can be retained at the end of a contract and provided to a new vendor.
- 2) Security will be greatly improved. Currently, vendors purchase and maintain their own fareboxes and may be in possession of the security keys. The RTA purchase of fareboxes would allow RTA control over all farebox keys, thus limiting access to farebox receipts and improving security.
- 3) Centralized purchasing of fareboxes will result in a lower per unit cost. This will contribute to lowering the cost of the service.

These 80 non-registering fareboxes will be retained in the SBD equipment inventory and provided to contract carriers throughout the region.

PROJECT ELEMENT

1615 - (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
124,000
-0-

TOTAL ESTIMATED COST

\$124,000FUNDING SCHEDULED

Previously Funded
FY81
FY85
FY86
FY87-89

-0-
-0-
124,000
-0-
-0-

TOTAL ESTIMATED COST

\$124,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1623 - 166 air conditioning units for Grumman Flexible buses

TOTAL ESTIMATED 1985 COST: \$435,000LOCATION

SBO Six County Region

PROJECT ELEMENT DESCRIPTION

The Grumman Flexible buses currently operate with two air-conditioning units per bus. The rate of breakdown has been excessively high resulting in discomfort to the passenger and/or high maintenance costs and out of service buses.

In order to alleviate this problem, it is proposed that SBO replace the air-conditioning units on 166 of the least reliable buses. 38 buses have already had their air-conditioning units replaced. The results have been greater reliability and comfort and reduced down-time.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	435,000
Contract Construction	-0-
TOTAL ESTIMATED COST	<u>\$435,000</u>

FUNDING SCHEDULED

Previously Funded	-0-
FY84	-0-
FY85	435,000
FY86	-0-
FY87-89	-0-
TOTAL ESTIMATED COST	<u>\$435,000</u>

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1624 - Retrofit 204 Flexibles with opening windows or vents

TOTAL ESTIMATED 1985 COST: \$2,700,000LOCATION

SBO Six County Region

PROJECT ELEMENT DESCRIPTION

The purpose of this project is to allow for windows or vents as a back-system in the event of inoperable air-conditioning on the 204 Grumman Flexibles. This is recommended because in the Chicago area, there are a large number of days in the year that the windows can be open and the bus would adequately cooled. The open windows are especially critical in very hot weather when the air-conditioning is not working. Open windows will allow for greater passenger comfort and less out of service buses in very hot weather.

The maintenance of the existing windows, latches and parts is expensive due people trying to force the windows open. Therefore, maintenance costs will be reduced with the replacement of opening windows.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	2,500,000
Contract Construction	200,000
TOTAL ESTIMATED COST	<u>\$2,700,000</u>

FUNDING SCHEDULED

Previously Funded	-0-
FY84	2,700,000
FY85	-0-
FY86	-0-
FY87-89	-0-
TOTAL ESTIMATED COST	<u>\$2,700,000</u>

1995 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1544 - Purchase one (1) bus

TOTAL ESTIMATED 1995 COST: \$25,000

LOCATION

Joliet Mass Transit District - Special Mall Service.

PROJECT ELEMENT DESCRIPTION

This element is for the purchase of a trolley bus for specialized mall service in Joliet, Illinois.

1995 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	25,000
Contract Construction	-0-
<u>TOTAL ESTIMATED COST</u>	<u>\$ 25,000</u>

FUNDING SCHEDULED

Previously Funded	\$ -0-
FY84-Pending-IL-90-X030	50,000
FY85	25,000
FY86	-0-
FY87-89	-0-
<u>TOTAL ESTIMATED COST</u>	<u>\$ 75,000</u>

Proposed Fiscal Year 1985 Suburban Bus Capital Improvement Program

3. 1985 Suburban Bus - Maintenance Equipment

The 1985 Program includes the purchase of tools and equipment to be used by various carriers, as well as maintenance equipment for use by the employees of the Suburban Bus Division. Maintenance equipment is purchased on an annual basis and is critical in order to properly maintain the suburban bus fleet. Most of the items scheduled for purchase are needed for routine bus maintenance; such as floor scrubbers, portable lifts and hydraulic jacks. Other items will lead to greater operating efficiencies; such as microcomputers, mobile maintenance training units and driver training consoles. The cost is \$791,000.

Office equipment included for purchase in the 1985 Program will be used for better quality reprographics. Also included are aerial photo maps and computer mapping equipment for use in operations planning. The cost is \$90,000.

A capital asset system to enable the Suburban Bus Division to automate and fine-tune the audit function as well as minimizing labor costs is included. The cost is \$310,000.

Detailed project descriptions follow.

1995 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1616 - Purchase of a capital asset system including an automated audit system

TOTAL ESTIMATED 1995 COST: \$310,000LOCATION

The administrative office of the Suburban Bus Division. (All six counties will benefit.)

PROJECT ELEMENT DESCRIPTION

The capital asset system would enable the SBD to properly account for assets, affix custodial responsibility, comply with the Urban Mass Transportation Administration and the Illinois Department of Transportation requirements and eliminate existing audit exceptions.

Included in the cost of the system is the determination of requirements and desirable features. Design of the system, testing and implementation will then be completed.

An automated audit system will result in labor savings and increased audit coverage. This includes the automation of routine internal audit tasks, the statistical sampling process and audit analysis techniques.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1616 - Purchase of a capital asset system including an automated audit system (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
310,000
-0-

TOTAL ESTIMATED COST

\$ 310,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
310,000
-0-
-0-

TOTAL ESTIMATED COST

\$ 310,000

1985 SUBURBAN BUS DIVISION PROGRAM

MAINTENANCE EQUIPMENT

PROJECT ELEMENTS

1985 - New and replacement maintenance equipment for suburban bus systems

TOTAL ESTIMATED 1985 COST: \$791,000

LOCATION

At 10 locations in the RTA Suburban Bus Service area as follows:

1. Aurora Transit System, 44 E. Downer Street, Aurora, IL 60017
2. Elgin DOT, 150 Dexter Court Elgin, IL 60120
3. Northran (North Suburban Mass. Transit District), 900 E. Northwest Highway, Des Plaines, IL 60017
4. Transit Management of Harvey, 209 E. 154th Street, Harvey, IL 60426
5. Transit Management of Oak Lawn, 5800 W. 95th Street, Oak Lawn, IL 60453
6. Transit Management of Waukegan, Inc., 1400 W. 10th Street, Waukegan, IL 60095
7. Transit Management of West Towns, Inc., 259 Lake Street, Oak Park, IL 60302
8. Village of Wilmette, 1200 Wilmette Avenue, Wilmette, IL 60091
9. City of Highland Park, 1707 St. John's Avenue, Highland Park, IL 60035
10. Suburban Bus Division Administrative Office.

PROJECT ELEMENT DESCRIPTION

The Suburban Bus Division provides the larger carriers with tools and materials to do all major and minor work at the respective property. Smaller carriers are provided the means to do work with the exception of body work, major overhaul of engines, transmission and air conditioning units.

The attached list contains an itemization of the equipment to be purchased and the carrier to which the assignment will be made. At the completion of construction of any new divisional garage, equipment appropriate for use at the divisional level will be moved.

The equipment being sought under this project is either new (N), where the equipment is not presently provided to the carrier, or replacement (R), where the carrier's present equipment is obsolete, inoperable, or inadequate.

1985 SUBURBAN BUS DIVISION PROGRAM													Total Cost	New Replace
Description	Unit Cost	A	I	R	C	D	E	F	G	H	I	J		
100 Ton Press	4,200	1	1										12,000	N
Electric Mig Welder	2,500	1	1	1	1								12,500	N
Portable Lift Set with stands	25,000	1											120,000	N
Drill Press	1,500	1	1										3,200	N
Volt-Amp Meter (Vat 40)	2,300	1	1										4,000	N
Injector Tester	200	1											500	N
Small Parts Cleaner	2,300			1									6,000	N
Floor Scrubber	5,500			1				1	1				26,000	N
On Vehicle Spin Balancer	1,000					1				1	1		3,000	N
Front Wheel Dollie	300					1	1			1			900	N
Rear Wheel Dollie	500					2	1			1	1		2,500	N
Transmission Oil Stand	2,500							1					2,500	N
Portable Crane	1,500							1					3,000	N
10 Ton Hydraulic Jack	300							2					600	N
A/C Charging Station	2,000							1			1		4,000	N
Bead Blast Cabinet	1,700							1	1				3,400	N
Portable Pressure Washer	4,500										2		9,000	N
Air/Hydraulic Floor Jack	1,000			2		2				2	1		7,000	N
Portable Scaffold	1,000								1				1,000	N
Electric Parts Cart	2,000										1		4,000	N
Waste Oil Receptacle	300										1		300	N
Supervisor Auto	12,000							2			2		48,000	N
Emergency Repair Truck	19,000			1						1			38,000	N
Front End Loader/Fork Lift	49,000										1		48,000	N
Total													\$343,000	

* KEY TO OPERATORS A - K

A = Aurora
B = Elgin DOT
C = Joliet MTO
D = Northran
E = Transit Management of Harvey

F = South Holland Garage
G = Transit Management of Oak Lawn
H = Transit Management of Waukegan
I = Transit Management of West Towns
J = Village of Wilmette
K = City of Highland Park

1485 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1617 (Cont.).

In addition to the itemized list, specialized maintenance equipment is needed by the Technical Service Section of the SBD to repair electronic destination signs and fareboxes. This equipment includes:

1. A 32 channel logic analyzer and a portable oscilloscope to repair electronic destination signs and fareboxes. Repairing this equipment in-house will save money and reduce the out-of-service time. The cost of these items is \$10,000.
2. 17 Microcomputers are requested to be used for maintenance, reporting and tracking of fluid consumption, schedule developments, etc. The cost is \$95,000.
3. The conversion of the regular transit bus radio system to new frequencies. Currently, suburban bus is sharing frequencies with the CTA due to the unavailability of other frequencies. This has resulted in excessive waiting for a frequency in peak hours and during an emergency. Conversion to a new frequency will alleviate that problem. The cost is \$160,000.
4. Purchase equipment needed to maintain bus stop signs and shelters. These funds would be used to purchase vehicles and tools necessary to adequately maintain signs and shelters. The cost is \$80,000.
5. Conversion of an existing bus or purchase of a specialized unit for mobile maintenance training in the region. This vehicle would provide for a training classroom which would travel to the different bus properties and provide on-location maintenance training for new personnel. The cost is \$65,000.
6. Purchase of 4 driver training consoles. These consoles would be used to simulate driving conditions in a controlled setting in order to instruct drivers in safe control of their vehicles. The cost is \$48,000.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1617 - (cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ 40,000
751,000
-0-

TOTAL ESTIMATED COST

\$ 791,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
791,000
300,000
900,000

TOTAL ESTIMATED COST

\$1,991,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1618 - Office Equipment

TOTAL ESTIMATED 1985 COST: \$90,000LOCATION

Chicago UZA

PROJECT ELEMENT DESCRIPTION

The SBD will purchase the following office equipment:

- 2400 Camera for use in reprographics
- Computer typesetting system
- Computer mapping equipment
- Daige waxer (for art preparation)
- Automatic 35mm camera with 3 lens
- Aerial Photo Maps

The 2400 camera would provide benefits in both the quality of the product and the quantity of work produced. The 2400 camera produces uniform clear copies and has a wider range of the type of reproduction function than current equipment. In addition, maintenance is simpler thus lowering the cost of repairing the camera and reducing costly down-time. This camera also works approximately 30% faster allowing for greater work output.

Computer (digital) typesetting equipment will enable SBD to cut staff time on timetable production by approximately 50%. Legibility of the timetables will increase substantially. The equipment will also provide typeset copy for advertisements and promotional pieces. This work is currently done by an outside vendor and a substantial cost savings will be realized with this equipment.

Computerized mapping equipment will enable SBD to store maps for individual timetables and for area systems. SBD staff and the Travel Information Center staff could access this data by using personal computers. Staff time would be saved by producing hard copies of maps for timetables through the typesetting processor. Routing changes could also be made quickly and easily.

A waxer for art preparation will cut the paste up time for artwork (i.e. timetables, ads) by one-quarter to one-half, thus allowing for better use of staff time.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1618 - (Cont.)

Aerial photo maps will be purchased from Northeastern Illinois Planning Commission (NIPC). These section maps are useful tools in doing route planning by keeping staff up-to-date on land use conditions.

A 35mm camera is often needed on short notice for documentation purposes. It is beneficial to have a camera on the premises for equipment displays, accident documentation, presentations, etc.

1985 FUNDINGACTIVITYCOST

Contract Engineering
Contract Purchases
Contract Construction

\$ -0-
90,000
-0-

TOTAL ESTIMATED COST\$90,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

-0-
-0-
90,000
50,000
150,000

TOTAL ESTIMATED COST\$290,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1626 - Computer Equipment - Suburban Bus Division (SBD)

TOTAL ESTIMATED 1985 COST: \$500,000LOCATION

Regionwide

PROJECT ELEMENT DESCRIPTION

This project element is for the purchase of data processing equipment. The reorganization of the RTA necessitates SBD supporting their own data processing functions. SBD will continue to be separately located from any main frame data processor. We currently are serviced by a commercial data processing service bureau.

Current requirements include support of the transit properties and SBD management and support staff in the performance of their duties in a timely and cost effective manner. These duties include the following:

- Financial accounting and cash management
- Vehicle maintenance and operation equipment tracking
- Ridership and route reporting
- Grant reporting
- Marketing transit services to consumers
- Federal and state regulatory reporting

Suburban Bus Division's data processing requirements include three (3) data entry work stations, a job submission work station and a high-speed printer. Anticipated capabilities include the addition of a second high-speed printer and up to four more work stations. Additionally this equipment should be able to support expandable memory and disk storage, communications (remote and internal), personal computer and office automation.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1626 - (Cont.)

1985 FUNDINGACTIVITY

- Contract Engineering
- Contract Purchases
- Contract Construction

COST

- \$ -0-
- 500,000
- 0-

TOTAL ESTIMATED COST

\$500,000FUNDING SCHEDULE

- Previously Funded
- FY84
- FY85
- FY86
- FY87-89

-0-

500,000

-0-

-0-

TOTAL ESTIMATED COST

\$500,000

Proposed Fiscal Year 1985 Suburban Bus Capital Improvement Program

4. 1985 Suburban Bus - Passenger Amenities

The construction of 4 bus turnarounds and waiting areas is included in the 1985 Program. These turnarounds will be located in areas where a problem exists in traffic movement because of high density and congestion. Bus turnarounds are a relatively inexpensive way to improve transit operation and are pleasant and convenient for the bus patron and the driver. The cost is \$935,000 in 1985.

The purchase and installation of bus stop signs and shelters is an ongoing suburban bus program. These items make traveling by bus easier and more pleasant. The cost is \$160,000 in 1985.

Also included in the 1985 Program is the conversion of an existing bus into a mobile transportation information center. This unit will be geared toward students, elderly and handicapped persons. The objective is to instruct people on how to use the transit system. The 1985 cost is \$20,000.

Detailed Project descriptions follow.

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Passenger Amenities

PROJECT ELEMENT

1619 - Construct Bus Turnarounds and waiting areas

TOTAL ESTIMATED 1985 COST: \$935,000LOCATION

Forest Park; near Harlem and Lake Street
 Chicago Heights; Vincennes and 16th Street
 Waukegan; the downtown vicinity
 Cicero; Cermak Avenue (22nd) and Cicero Avenue

PROJECT ELEMENT DESCRIPTION

Bus turnarounds are a relatively inexpensive way to improve transit operation. Turnarounds provide off street waiting and loading areas for transit services. They minimize conflict with on-street auto and truck traffic. This adds to the comfort and safety of the passenger and improves traffic operations in the vicinity of the turnaround.

The proposed Forest Park location was partially funded in FY82 under Grant #1L-05-0034 for \$125,000. Additional funds are requested for the purchase of the site and construction of the turnaround. \$425,000 is requested in FY85.

The location at Harlem and Lake is near the terminal station of the Lake Street CTA Elevated Line. The turnaround would accommodate service changes anticipated in the SBD/West Towns route structure. These changes include terminating four routes at this location. These includes Route #318 (North Avenue), Route #305 (River Forest), Route #307 (South Harlem), and any new service to the O'Hare Extension.

The proposed turnaround at approximately Vincennes and 16th Street would be located at the pulse point for the Transit Management of Harvey in Chicago Heights. Due to new construction in the area, vehicular traffic has increased making the turnaround necessary. It is estimated that an offstreet turnaround facility could be built for \$100,000. It would include sufficient paved area to turn and berth six buses with shelters for passengers.

The proposed turnaround in Waukegan will be located near the downtown area. This will involve locating and developing an optional site for the pulse point (currently located at Genesee and Washington). Space should be provided for a projected 10 buses. There are currently 8 buses converging at the current pulse point. The cost of this turnaround is estimated at \$360,000.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1619 (Cont.)

The proposed turnaround in Cicero at approximately Cermak and Cicero Avenue would provide a waiting and turning area for a number of routes terminating at this point. They include four West Towns Routes, Routes #831 and #832 and three CTA routes. The City of Cicero has funds available for this project. SBD is requesting \$50,000 in FY85 to contribute to the construction of this turnaround.

Funds are requested in 1986 for turnarounds as needed.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ 140,000
Contract Purchases	-0-
Contract Construction	795,000
TOTAL ESTIMATED COST	\$ 935,000

FUNDING SCHEDULED

Previously Funded-1L-05-0034	125,000
FY84	-0-
FY85	935,000
FY86	350,000
FY87-89	-0-
TOTAL ESTIMATED COST	\$1,410,000

1985 SUBURBAN BUS DIVISION PROGRAM1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Passenger Amenities

PROJECT ELEMENT

1620 - Purchase and installation of 500 bus stop signs

TOTAL ESTIMATED 1985 COST: \$15,000LOCATION

SPD Six County Region

PROJECT ELEMENT DESCRIPTION

The purchase and installation of bus stop signs is an integral part of the suburban bus program. The purpose of these signs is to inform passengers as to the location of the bus stops, the route configuration and any other pertinent information. The installation of signs is an ongoing SRD Program. Under Grant IL-03-0050, 1,000 Bus Stop Signs were purchased. Total cost was \$48,179. Under Grant IL-05-0016, \$245,000 was included for the purchase of 3500 bus stop signs. Grant IL-03-0070 includes the purchase of 2000 bus stop signs for \$67,173.

The signs to be installed are of two types, generic and route specific. The signs are designed so that the generic blank can be converted to a route specific sign where appropriate. A decal with route information can be placed on the blank to transform the generic sign into a route specific sign. A variety of information can be incorporated on the decal including one or more route numbers, a narrative description of the route(s), a route map, and the hours of operation. The decals can be easily replaced or removed to reflect service changes. SRD will release a bid contract for the fabrication of the generic "bus stop" sign and decals. The artwork for the decals will be done inhouse.

SRD will purchase and install 500 bus stop signs in FY85 and 500 in each year after until FY89.

PROJECT ELEMENT

1620 (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
12,500
2,500

TOTAL ESTIMATED COST

\$15,000FUNDING SCHEDULED

Previously Funded
FY81
FY85
FY86
FY87-89

-0-
-0-
15,000
15,000
45,000

TOTAL ESTIMATED COST

\$75,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Passenger Amenities

PROJECT ELEMENT

1621 - Purchase and installation of 50 passenger shelters.

TOTAL ESTIMATED 1985 COST: \$145,000LOCATION

RTA Six County Region

PROJECT ELEMENT DESCRIPTION

The SBD has included funds for the purchase and installation of bus stop shelters. The purpose of these shelters is to provide passengers with a protected area in which to wait for their bus. It should be easily accessible to all potential users regardless of age or mobility restrictions. It should be harmonious with its surroundings with easy circulation and access. 251 passenger shelters are being purchased under Grant IL-05-0016. A total amount of \$155,000 was allocated for the purchase of shelters under this grant. In addition to these, Grant IL-05-0034 provides for the purchase of 110 shelters for \$50,000.

General rules for location of shelters are as follows:

- 1) At stops with a high density bus operation.
- 2) At stops which are transfer points, such as at route intersections.
- 3) At stops where the heaviest boardings occur.
- 4) At stops serving major activity centers such as shopping centers, schools, and hospitals.
- 5) At stops where a large number of senior citizens/handcapped persons are served.

In FY85, SBD will purchase and install 50 shelters. Of these 40 are new and 10 will replace existing shelters. SBD will purchase 50 shelters each year through FY89.

1985 SUBURBAN BUS DIVISION PROGRAMPROJECT ELEMENT

1621 (Cont.)

1985 FUNDINGACTIVITY

Contract Engineering
Contract Purchases
Contract Construction

COST

\$ -0-
130,000
15,000

TOTAL ESTIMATED COST\$ 145,000FUNDING SCHEDULED

Previously Funded
FY84
FY85
FY86
FY87-89

\$ -0-
-0-
145,000
145,000
435,000

TOTAL ESTIMATED COST\$ 725,000

1985 SUBURBAN BUS DIVISION PROGRAM

CATEGORY: Passenger Amenities

PROJECT ELEMENT

1625 - Establishment of mobile travel information center

TOTAL ESTIMATED 1985 COST: \$20,000

LOCATION

SRD Six County Region

PROJECT ELEMENT DESCRIPTION

A need to expand the travel information function has been identified. This traveling information center would be housed in an existing bus renovated to suit the travel information purposes. The intent of this traveling information center is to dispense information on how to use the transit system. The target groups would be students, and senior citizens in the suburban area.

1985 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ 2,000
Contract Purchases	-0-
Contract Construction	<u>18,000</u>
TOTAL ESTIMATED COST	<u>\$ 20,000</u>

FUNDING SCHEDULED

Previously Funded	-0-
FY84	-0-
FY85	20,000
FY86	-0-
FY87-89	<u>-0-</u>
TOTAL ESTIMATE COST	<u>\$ 20,000</u>





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